RTIP ID# *(required)* 200434

Project Description *(clearly describe project)*
On I-10 in Redlands and Yucaipa from Ford Street overcrossing to Live Oak Canyon Road. Construct one westbound mixed flow lane.

Type of Project *(use Table 1 on instruction sheet)*
Change to an existing State Highway

County	**Narrative Location/Route & Postmiles** 08-SBD-10 PM33.3-36.9
San Bernardino	**Caltrans Projects – EA#** 0F150

Lead Agency: SANBAG

Contact Person	**Phone#**	**Fax#**	**Email**
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Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 x** **PM10 x**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

	Categorical Exclusion (NEPA)	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**
X					

Scheduled Date of Federal Action: Nov 2006

Current Programming Dates *as appropriate*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	Jul 2004	Mar 2007	Mar 2007	Dec 2009
End	Feb 2007	Nov 2009	Nov 2009	Jun 2001

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
Interstate 10 (I-10) serves as a major east/west urban corridor and commuter route between Los Angeles, San Bernardino County, and points east. Westbound traffic on I-10 between the Live Oak Canyon Road Interchange in Yucaipa and the State Route 30 (SR-30)/State Route 210 (SR-210) interchange in Redlands is consistently heavy during a.m. peak hours. The Median Mixed-Flow Lane Addition Project (MFLA) would add a westbound general-purpose lane between Ford Street and Live Oak Canyon Road. The proposed action would extend the MFLA from Ford Street to Live Oak Canyon Road, relieving congestion and improving safety. The extension of the general purpose lane would complete the mixed-flow lane build out in preparation for the future I-10 high-occupancy vehicle (HOV) projects.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
The land uses along both sides of I-10 between Ford Street in Redlands and Live Oak Canyon Road in Yucaipa is primarily open space with some residential. Several commercial/light industrial developments are located between Yucaipa Avenue and Live Oak Canyon Road within the vicinity of the local highway interchanges.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
LOS refer to the attached tables E and F, AADT = 171,900*, Truck AADT = 21,400* (12.4%)

* These traffic volumes apply to both the No Build and Build Alternatives. See RTP Horizon Year below.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
LOS refer to the attached tables G and H, AADT = 279,000*, Truck AADT = 34,800* (12.5%)

* These traffic volumes apply to both the No Build and Build Alternatives. Based on the Traffic Analysis prepared by LSA Associates, Inc. (April 2006) the proposed project would not increase the traffic volumes along westbound I-10. The modeled demand volumes entering the proposed project limits exceed the capacity of the freeway in 2035. The entering volumes are constrained to reflect the maximum number of vehicles that would be able to enter the study area.

Adding lanes on the freeway are not in itself generating additional trips. Although there may be slight changes in traffic patterns entering and exiting due to the additional lane, however, it should be noted that the model data from SCAG is based on AM (3 hour) and PM (4 hour) peak periods, which are basically modules from the "daily" model. There could be changes in number of vehicles entering and exiting, but the total peak period volume is not expected to change (i.e. 3 hours for AM and 4 hours for PM). The method of calculating the Peak Hour volumes is multiplying AM peak period volumes by a factor of 0.38 and multiplying PM peak period by a factor of 0.28. These factors are based on SANBAG guidelines. Hence, the peak hour volumes would come out the same for both with and without the project.

"Induced traffic" could be an issue if there were other parallel freeways or major arterials running along, in which case some traffic may get diverted to this segment because of added capacity. However, this is not the case here. Hence, the total daily volume would remain the same or the difference would be insignificant. And, since the peak period volumes are just modules of daily traffic, the difference in peak hour volumes with and without the project would be insignificant.

Additionally, there are no changes in the build vs no build for the opening year (2011) traffic volumes because they are based on interpolation between year 2035 and year 2004 volumes.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
Not Applicable

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
Not Applicable

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
Based on the Traffic Analysis prepared by LSA Associates, Inc. (April 2006) the proposed project would not increase the traffic volumes along westbound I-10. In addition, the construction of the mixed flow lane would improve the roadway level of service (LOS). The attached Tables E through H from the traffic analysis show the improvements in the traffic flow as a result of the proposed project.

Comments/Explanation/Details *(attach additional sheets as necessary)*
See attached particulate matter analysis.

Particulate Matter (PM_{10} and $PM_{2.5}$) Analysis

The proposed project is within a nonattainment area for federal $PM_{2.5}$ and PM_{10} standards. Therefore, per 40 CFR Part 93 analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in section 93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern (POAQC) because of the following reasons:

i. The proposed project is not a new or expanded highway project that would have a significant number or a significant increase in diesel vehicles. The existing and future traffic volumes along this segment of I-10 exceed the 125,000 ADT and the eight percent truck traffic POAQC thresholds for new highway construction. However, the proposed I-10 freeway is currently and would continue to be constrained to the east of the proposed project limits. Therefore, as shown in the attached Tables E through H the proposed project would not increase the traffic volumes along this segment of I-10. This type of project improves freeway operations by reducing traffic congestion and improving merge operations.

ii. The proposed project does not affect intersections that are at level of service (LOS) D, E, or F with a significant number of diesel vehicles. Based on the *Traffic Analysis*, the proposed project would not increase the traffic volumes along the local roadways within the project vicinity. In addition, the proposed project would reduce the delay and improve the LOS along I-10. The LOS conditions in the project vicinity with and without the proposed project are shown in Tables E through H.

iii. The proposed project does not include the construction of a new bus or rail terminal.

iv. The proposed project does not expand an existing bus or rail terminal.

Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM_{10} or $PM_{2.5}$ violation.